

THE WAR DAY BY DAY

Fifty Years Ago.

November 1, 1863—Gen. W. T. Sherman, Marching with the Fifteenth Army Corps Eastward from Memphis to Re-enforce Grant at Chattanooga, Crossed the Tennessee River at Eastport—Difficulties of the March.

(Written expressly for The Herald.)

Fifty years ago today Gen. W. T. Sherman, with the Fifteenth Army Corps, marching eastward from Memphis to re-enforce Grant at Chattanooga, crossed the Tennessee River at Eastport, Miss. The passage of the river might be termed a turning point in Sherman's great march. He had brought his army to near the point of crossing along the railroad from Memphis. Now he must push on through a rough and unfriendly country nearly 300 miles by wretched roads before he could reach a railroad, that from Nashville south. This would put him in touch again with a sure means of obtaining supplies, but would not relieve the marching men, who must proceed thence for 150 miles further and cross mountain ranges to reach Chattanooga.

The miles put behind them by Sherman's men, between their old camps at Vicksburg and their new field of action, would aggregate nearly 700. Of this distance the first 300 or thereabouts had been by steamer from Vicksburg to Memphis. Then followed for some of the troops 15 miles along the road to the vicinity of Bear Creek, twenty-six miles east of Corinth, Miss.

Thence on, with many detours, across swollen rivers, through cold streams, over mountain ridges, in a country

to repair the railroad east of Corinth as he advanced. As the road had been wrecked in several places, all its bridges burned and most of its material destroyed, this had proven slow work and at the end of a fortnight from the time of its leaving Memphis on October 11 the corps had completed the road only as far as Bear Creek, twenty-six miles east of Corinth.

Sherman, not content with this slow progress, while continuing the work, had sent forward two of his divisions, under Gen. Joseph E. Johnston, then encamped in Eastern Mississippi.

It was Sherman's purpose to supply Gen. Blair's troops while at Tusculum by steamer on the Tennessee River, but it was found that the boats could not pass Muscle Shoals, and Gen. Blair was ordered to fall back to the neighborhood of Bear Creek.

On October 27 Gen. Sherman was sitting on the porch of a house in Iuka, that served as his headquarters. When he was approached by a "black-haired, dirty individual with mixed dress and strange demeanor," who handed him a letter.

The messenger was "Corp. James Pike—an eccentric character who afterward became a lieutenant—who had come through the lines by drifting down the Tennessee in a canoe, being often under fire, with a message from Gen. Grant to Sherman. The message ran:

"Drop all work on the Memphis and Charleston Railroad, cross the Tennessee and hurry eastward with all possible dispatch toward Bridgeport. Tell you meet further orders from me."

There was a ring to this order that had been quite lacking in Sherman's orders from Washington to repair the railroad as he advanced. Sherman saw that an

WOMAN AND THE HOME

Edited by JULIA CHANDLER MANN.

LIVE SINGLE DAY AT A TIME

Don't Look Ahead to Work Piled Upon Work, but Just Take It as It Comes.

By FRANCES SHAWVER.

A while ago a woman found herself skirting dangerously near to a nervous breakdown, and, as folk will who are pressed pretty hard, she looked at all sides of her problem and tried to figure out how she could free herself from the tangle of work and duties into which she was bound.

Things that looked imperative loomed ahead, big and unlovely, it seemed; and try as she might she could not see any chance for release until at least six months more had gone by.

Six months—but how could she endure them, how follow the calls that were made upon her day after day and month after month, until all of her time had been told by? Six months looked an endless time, and thinking of all the effort that must be brought into being to carry her work along, it really seemed that she must drop by the wayside before the end of the road could be reached.

Concluding Question.

But then the concluding question came: Why think of it all in a heap; why not a day at a time? Don't look ahead to work piled upon work, but take it just as it comes, and gradually the pile will lessen.

And, though the suggestion had nothing original about it, and had softened the way for many another before her, it somehow helped the days slip by to remember that they need be lived only one at a time.

And as a new morning came on another new day she fell into the habit of remembering that all there was before her was to do as well as she could till the setting of the sun and leave the rest for the morrow. Every time the thought of the slow-going six months' limit came into her head up rose the plea: "A day at a time."

And they have been moving along pretty well, with the pledge and the promise together, the promise of welcome release.

But she thought, How would it be without the promise, with no prospect of a break when the six months were finished? What would her song be then—still a day at a time? For she remembered that it is not given to all to say to themselves that, all being well, at certain times they will slip out of harness to make themselves over and prepare for the rush again.

In trying to picture necessity forever on duty, relentlessly driving folk on, with no fair promise to cheer them, she knew very well that then more than ever, she would need to follow the creed of a day at a time. Because when hope is not standing by brightly holding out the pleasant assurance, there is nothing to do but live in the moment and steadfastly refuse to think of the morrow, so far as its hardships are concerned.

Not So Hard as They Looked.

And she finds as she moves along, one day nearer the promised goal, that the facts that already have come before were not nearly so hard as they looked when she viewed them stretching away in the distance.

Did you ever look at a long, steep hill a goodly way ahead and wonder how it was going to be possible to climb it, and then, as you are actually climbing, find it almost like a mountain, going up and up and up. But it is distance alone that lends the deception, for drawing nearer the menacing mountain it is found to be nothing worse than a meek, little grade, or, at worst, an easily conquered hill.

And all the way from the start to the finish it is just a step at a time.

Well It Is Hidden.

And it is well that the twists and the turns of the road be hidden, for the lights and the depths we sometimes must follow, are concealed quite a bit from eyes that try to peer too far ahead. For perhaps the weakest of us the most faint-hearted, might look in the distance, and, seeing the roughness there, might say to ourselves: "But no, the way is so rugged and there is no real promise in sight."

Sitting, as we do, sometimes in the shadows, again well out in the light, with the pathway kindly shielded when the long stretches come, we do not know what awaits us, but we follow the road, a little at a time.

And it is hope that helps us along, a promise of release when six months shall have been spent, or another kindly lure somewhere off in the distance. It is that, and the refuge of a day at a time.

WOMAN NEED NOT MARRY FOR BREAD

By ELSA RYAN.

Now that women are getting along so splendidly, going out into the world and coming in contact with real life, they have begun to realize the meaning of a number of things that our grandmothers never took into consideration. For example, a woman does not have to marry for bread nowadays, and consequently she can be more particular. She no longer grasps the first man who comes along. She expects more from a man than her mother or grandmother did, and I really think that if women wanted it the double standard of morality would be done away with in a single generation.

One thing is certain, a woman who has been about in the world and knows both the good and the bad side of life, is not going to throw herself away on any man. No, indeed, she is becoming more and more particular, and nowadays if the woman makes up her mind to marry, she ascertains that the man she loves is really all that she expects of him. The girl of only a few years ago would not have made any demands; or, rather, she would have made them, but nobody would have paid any attention to her.

Most Awful Thing.

I think that it is the most awful thing in the world to be married for money. It seems perfectly terrible. The only excuse for marrying for money is when a man is so poor that he cannot live without it. Don't you think so?

Of course, there are many cases of such love. Yes, mutual love, not one-sided. I think that once in every woman's lifetime a mutual love springs up between one person and another; yes, once in every lifetime. Of course, something extraordinary may stop things from happening as they should, but things never came to pass heaven would be on earth—but many of us are fortunate.

But in any case whether a woman is happy or unhappy, it is best for her to look upon the bright side of things and take things as they come.

There is no way of deciding how long a woman will be happy with the man she marries. But at all times she ought to be self-reliant and independent, and when happiness comes along she ought to be able to give herself up to it, enjoy it as long as it lasts, and when it is over, she should be able to give in to the inevitable with good grace. Independence should be the main motto of the modern woman called upon to meet the problems of every-day life, whether small as an atom or big as a mountain.

OHIO LITTLE FROCK.



Little frock of black and white checked material trimmed with a vest, cuffs and bottom of heavy white silk. The belt is also very pretty, made of silk and stitched with black. The skirt is laid in plaits, and the sleeves are cut in one with the blouse waist. It requires 2 yards of 44-inch material, and 1 yard of 36-inch silk to make the design.

WIFE CHASED HIM OUT.

Leon Charpentier Tells Court of His Domestic Difficulties.

Answering the suit of Adele Catherine Goebay Charpentier for maintenance, Leon Charpentier denies that his wife was obliged to separate from him, and alleges she deserted him four years ago. He says she earns "large sums of money," \$4 or \$5 a day.

Charpentier, who says he is a chef, and earns \$10 a month, says she drives him from the house whenever he goes there, and will not permit him to speak to the children, punishing them severely if they so much as express a desire to be with their father.

Dr. Twogood Is Arraigned.

Dr. Morton L. Twogood was arraigned before Chief Justice Claiborne yesterday to answer an indictment of manslaughter. Dr. Twogood waived the reading of the indictment and entered a plea of not guilty. The physician was driving an automobile October 27, 1912, near Columbia Road and Mintwood Place, when the car struck Gladys Fralley. The machine passed over the child, inflicting injury which resulted in her death the same day.

Mrs. C. W. Hicks Seeks Divorce.

Alleging desertion, nonsupport and drunkenness, Caroline Warwick Hicks yesterday filed suit for a limited divorce from Jesse Addison Hicks. They were married in Berwyn, Md., October 15, 1904, and have no children.



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| BABIES' KNIT VEILS, silk or wool, at 25c and 50c | BABIES' VANTA Teething Bands, 25c to 50c |
| Babies' Store—Second Floor. | BABIES' AFGHANS, \$1.50 to \$3.50 |

LABOR UNION OFFICIALS OFF TO CONVENTION

Party, Headed by President Gompers, Leaves for Seattle, Where Meeting Is to Be Held.

A number of labor union officials, headed by Samuel Gompers, left yesterday for Seattle, Wash., where they will attend the convention of the American Federation of Labor, beginning November 18. Before leaving the city, Mr. Gompers held a conference with representatives of the navy yard machinists regarding requests made to the Navy Department for wage increases.

In the party with Mr. Gompers were: Mrs. Gompers, wife of President Gompers and their daughter, Miss Sadie Gompers; Frank Morrison, secretary of the A. F. of L.; William D. Clark, president of the Plaster Printers' Union; John Williams, president of the A. L. U. and T. W. Union; John Golden, president of the Textile Workers' International Union; Thomas Tracy, secretary of the Union Label Trades' Department of the A. F. of L.; Al Berres, secretary and treasurer of the Metal Trades' Department of the A. F. of L. and Frank J. Manning.

Messrs. Grennell and Gwynne, fraternal delegates from the British Trades' Union Congress, accompanied the Washington delegation.

The Union Label Trades Department of the federation will hold its convention in Seattle on the three days preceding the A. F. of L. convention.

The population of the United States contains 3,900,000 more males than females.

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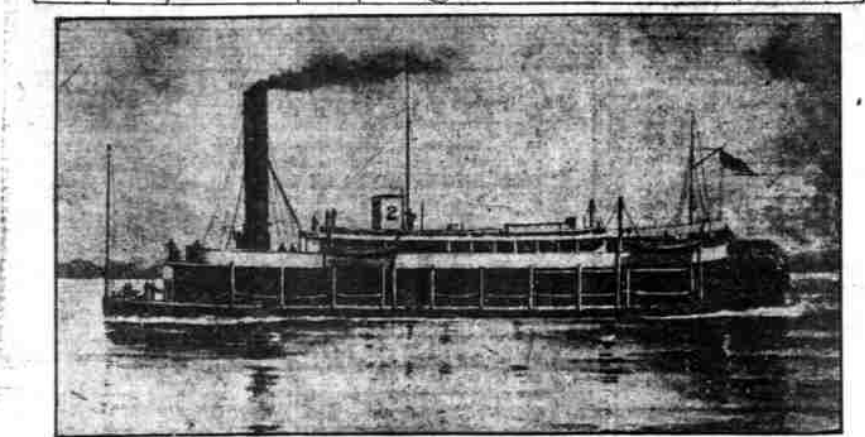
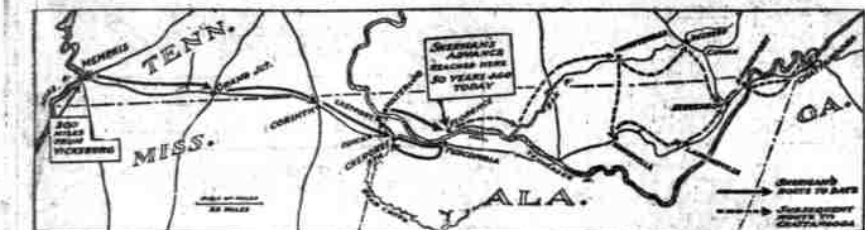
SIGNOR H. GRANADOS, A. B., University of Spain, Spain, has prepared courses in Spanish, French, Italian, and German, and also in the study of the history and literature of these countries. 200 Channing Building.

Mrs. Emily Fresh Barnes

REINING, EDUCATION

40 ELVETH ST. N. E. KING BLDG.

Mary E. Miller, a twelve-year-old girl, recently swam across the Hudson River, a distance of one and one-half miles, in forty-nine minutes.



Route of Sherman's Great Cross-Country March from Memphis to Chattanooga, and Type of the River Gunboats that kept the Tennessee open to navigation and protected the transports upon which the Federal Army relied for supplies.

(Map based on the official records; Photo from the Navy Department Collection.)

always wild and forbidding, often desolated and for long stretches practically uninhabited, the troops were to march nearly 300 miles before reaching Chattanooga.

No similar march had been performed by an equal number of men to that time. In the war, Sherman's command numbered more than 100,000 men. His own corps on October 21 had a strength of 24,422 "present," while there had been added to it at Corinth a division of the Sixteenth Corps—that commanded by Gen. S. A. Hurlbut with headquarters at Memphis—under Gen. Greenville M. Dodge, which numbered 8,000 men.

This army, for such it was in proportions, with all its guns and wagons, its ambulances, its necessary supplies and its varied impedimenta, must travel over the worst of roads, in a season of heavy rains, and at all times be prepared to resist attack by cavalry sent out by the enemy to impede its progress.

In making this march Gen. Sherman was engaged in work for which he was peculiarly fitted, and in which he was at his best. His orders and correspondence of this period show him to have been in possession of great mental vigor, while his labors in overcoming obstacles and pushing his marching columns forward were such as only a resourceful and able commander could perform.

gras in their reach," and announced to the people in those districts that "citizens who fail to support their government have no right to ask favor and protection," but that if they "actively assist us in vindicating the national authority all commanders will assist them and their families in every way possible."

In districts "infested by guerrillas or held by the enemy, horses, mules, corn, forage, &c., all means of war," were to be "taken freely," on the promise that "if the people do not want their horses, corn, &c., taken they must organize and repel all guerrilla bands in their neighborhood."

The districts occupied by troops were subject to the laws of war, he declared, and the inhabitants, "be they friendly or unfriendly, must submit to the controlling power."

"If any person in an insurgent district corresponds or trades with an enemy outside, he or she becomes a spy," the order ran. "The people who occupy this department had better make a note of this and conduct themselves accordingly."

"Hurry Eastward."

Under the original orders from Washington Gen. Sherman had been required

emergency demanded great exertions to press forward, and acted accordingly.

Crossing the Tennessee.

The troops that had been halted at Iuka and Bear Creek were marched forth with to Cherokee Station, eight miles east of Bear Creek, where a road bore off northward to Eastport, on the Tennessee, distant twelve miles. Gen. Blair's troops fell back to the same point, and on October 28 the work of ferrying the command—more than sixty regiments—across the river to Waterloo, was begun.

The navy had been asked to aid in Sherman's march by dispatching gunboats up the Tennessee River, to protect transports that were to carry supplies to Eastport (and beyond if possible), for the subsistence of his forces.

Two gunboats had been sent up, the Key West and the Hastings, under Commander R. L. Phelps. They arrived the day Sherman received his orders to cross the river.

There being no ferries available near Eastport, Commander Phelps improvised one by decking over a coal barge, and leaving one gunboat, hurried down the river in search of a steam ferryboat.

In his absence the ferrying began. The crossing of a river with a large force, where no bridges exist, is difficult under the best conditions. In Sherman's case it was doubly difficult, for heavy rains had swollen the Tennessee, and it was rolling at flood pitch past Eastport.

The day banks were steep and slippery. The means of crossing were ill adapted to such a situation.

Guns and wagons were taken over the river on the barge, the gunboat carrying men. On October 30, Commander Phelps returned with a small ferryboat. Two transports also arrived laden with stores. They were speedily unloaded and were used as ferryboats.

By these means the entire command, of more than 100,000 men, was ferried across the swimming river in two days.

Obstacles to the March.

Fifty years ago today, the first troops that had crossed the Tennessee were at Florence, twenty-five miles east of Eastport, and Sherman, the last of his forces having made the passage of the river, crossed in person and took up the march in the same direction.

It was Sherman's purpose to follow the most direct road east, via Athens and Huntsville to Stevenson, on the Nashville Railroad, where Grant's army had a depot of supplies.

This route, he was soon obliged to relinquish. A more serious obstacle than the Tennessee had proved was before him, for the Elk River, twenty-five miles east of Florence, was impassable in its lower reaches, and a search of nearly seventy-five miles northward was necessary to reach a crossing place, at Fayetteville.

Once across the Elk, the command was to make rapid time over the worst of roads, via Winchester and Decherd, to Stevenson, and thence across mountain ranges to Chattanooga, where they were destined to arrive in time to participate in the battle of November 23-25, which resulted in the raising of the siege and determined as a logical sequence, the campaign against Atlanta, in which, and the following march to the sea, Sherman was to win his greatest measure of fame.

Tomorrow—Gen. Mead proposes to move to Fredericksburg.

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Woman Asks \$20,000 Damages.

Edith Grege yesterday filed suit against the Capital Traction Company to recover \$20,000 damages, alleging that September 18, 1911, a car of the company ran into her in U Street, between Thirtieth and Fourteenth Streets, injuring her seriously and permanently.

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